



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

Issued by the Department of Transportation on **June 1, 2004**

NOTICE OF ACTION TAKEN -- DOCKET OST-2002-12502

This serves as notice to the public of the action described below, taken by the Department official indicated (no additional confirming order will be issued in this matter).

Application of **UNITED AIR LINES, INC. (UNITED)**, filed **4/19/04**, for:

XX Renewal of exemption for two years under 49 U.S.C. 40109 to provide the following service:

Scheduled foreign air transportation of persons, property, and mail between the terminal point Denver, Colorado, and the terminal point Mexico City, Mexico. United states that it will continue to provide seasonal service in the market with its own aircraft.¹

Applicant reps: **Jeffrey Manley (United) (202) 663-6670** DOT Analyst: **Linda Lundell (202) 366-2336**

DISPOSITION

XX **Granted (subject to conditions and remarks, see below)**

The above action was effective when taken: **June 1, 2004**, through **June 1, 2006**.

Action taken by: **Paul L. Gretch, Director**
Office of International Aviation

XX **The authority granted is consistent with the aviation agreement between the United States and Mexico.**

Except to the extent exempted or waived, this authority is subject to the terms, conditions, and limitations indicated:

XX **United's certificates of public convenience and necessity**

XX **Standard Exemption Conditions (attached)**

(See next page)

¹ The original request in this matter involved code-share services between United and Compania Mexicana de Aviacion, S.A. de C.V. (Mexicana), along with exemption authority to serve the Sacramento-Guadalajara market (see Notice of Action Taken dated June 21, 2002, in Docket OST-2002-12502). In August 2002, United converted its authority to serve the Denver-Mexico City market from code-share only to direct-carrier services. And, in November 2003, United advised that its code-share arrangement with Mexicana would terminate on March 31, 2004. In the instant application United states that, as the Sacramento-Guadalajara market was granted for code-share services only, and in light of the termination of the United/Mexicana code-share agreement, United does not seek to renew the Sacramento-Guadalajara exemption authority here.

Conditions/Remarks: The U.S.-Mexico exemption authority granted to United is subject to the dormancy notice requirements set forth in condition 7 of Appendix A of Order 88-10-2.

On the basis of data officially noticeable under Rule 24(g) of the Department's regulations, we found the applicant qualified to provide the services authorized.

Under authority assigned by the Department in its regulations, 14 CFR Part 385, we found that (1) our action was consistent with Department policy; (2) grant of the application was consistent with the public interest; and (3) grant of the authority would not constitute a major regulatory action under the Energy Policy and Conservation Act of 1975. To the extent not granted, we denied all requests in the referenced Docket. We may amend, modify, or revoke the authority granted in this Notice at any time without hearing at our discretion.

Persons entitled to petition the Department for review of the action set forth in this Notice under the Department's regulations, 14 CFR §385.30, may file their petitions within seven (7) days after the date of issuance of this Notice. This action was effective when taken, and the filing of a petition for review will not alter such effectiveness.

An electronic version of this document is available on the World Wide Web at:

http://dms.dot.gov/reports/reports_aviation.asp

Appendix A

U.S. Carrier Exemption Conditions

In the conduct of the operations authorized, the U.S. carrier applicant(s) shall:

- (1) Hold at all times effective operating authority from the government of each country served;
- (2) Comply with applicable requirements concerning oversales contained in 14 CFR 250 (for scheduled operations, if authorized);
- (3) Comply with the requirements for reporting data contained in 14 CFR 241;
- (4) Comply with requirements for minimum insurance coverage, and for certifying that coverage to the Department, contained in 14 CFR 205;
- (5) Except as specifically exempted or otherwise provided for in a Department Order, comply with the requirements of 14 CFR 203, concerning waiver of Warsaw Convention liability limits and defenses;
- (6) Comply with all applicable requirements of the Federal Aviation Administration and with all applicable U.S. Government requirements concerning security, including, but not limited to, 49 CFR Part 1544. To assure compliance with all applicable U.S. Government requirements concerning security, the holder shall, before commencing any new service (including charter flights) to or from a foreign airport, contact its International Principal Security Inspector (IPSI) to advise the IPSI of its plans and to find out whether the Transportation Security Administration has determined that security is adequate to allow such airport(s) to be served; and
- (7) Comply with such other reasonable terms, conditions, and limitations required by the public interest as may be prescribed by the Department of Transportation, with all applicable orders and regulations of other U.S. agencies and courts, and with all applicable laws of the United States.

The authority granted shall be effective only during the period when the holder is in compliance with the conditions imposed above.

5/2004